

CHINA



MAIL.

Established February, 1845.
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4444. 號七廿月九年七十七百八千一英 HONGKONG, THURSDAY, SEPTEMBER 27, 1877.

日一廿月八年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STARR, 30, Cornhill. GORDON & GOTT, Leadenhall Street. R. C. BAKER, HENRY & CO., 4, Old Jewry. E. C. SAMPSON, DEACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—Sutton, QUEEN & CAMPBELL, Amoy, WILSON, NICHOLS & CO. Foochow, HEDON & CO. Shanghai, LANE, CRAWFORD & CO. and KELLY & WATSON, Manilla, C. HENNING & CO. Macao, L. A. DA SILVA.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 600,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq.
Deputy Chairman.—F. D. SASSOON, Esq.
E. R. BELLIOS, Esq. WILHELM REINER, Esq.
W. H. FORBES, Esq.
HON. W. KEWICK, Esq. ED. TOLIN, Esq.
A. MEYER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Intimations.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS,

AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central.

Hongkong, August 20, 1877.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underwritten with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributions may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, August 1, 1877.

Intimations.

NOTICE.

A. MILLAR & Co.,
PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.

September 16, 1877.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underwritten with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributions may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHRAN,

Secretary.

Hongkong, August 1, 1877.

NOTICE.

M. R. A. HAHN begs leave to inform the numerous Patrons and the Public generally of Hongkong, that, by special request, he has now OPENED his ESTABLISHMENT in this Colony at WANCHAI, in the Premises lately occupied by the American Consul.

Mr. HAHN trusts to be favored with the continued Patronage of the public, as he has lately received a NEW STOCK of REPAIRING MATERIALS, all of the best qualities, from England, France and Germany. Inspection invited.

Hongkong, September 7, 1877.

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.

PIANOS ON HIRE, by the Month or Occasionally.

PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LÜBKE and RÜBNER, Zeitz—Just Received from Germany, and specially constructed for this climate to the order of the Underigned.

Orders from any of the Outposts in the East, will meet with prompt attention if addressed.

Care of Messrs LANE, CRAWFORD & Co., or Messrs GAUFF & Co. A. HAHN.

Hongkong, September 7, 1877.

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,

LOUIS HAUSCHILD,

Secretary.

Hongkong, September 15, 1877.

DEVOE'S BRILLIANT OIL.

RELIABLE,

ECONOMICAL,

SAFE!!

DESIRED to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cases, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING CO.,

80 Beaver and 127 Pearl Streets,

NEW YORK, U. S. A.

[y11]

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

Governor of Hongkong;

and to

H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

has on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Tyne, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Emblems of British Statesmen, the two Chinese Ambassadors in Cabinet and Carte de Visite sizes, Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

Intimations.

CONDENSED EGGS.

THIS NEW ARTICLE, recently placed upon the Market, consists simply of fresh HENS' EGGS, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound.

The EGGS thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which EGGS are subjected when transported in the shell. So that, in point of fact, the CONDENSED EGGS preserved under the patent of A. R. DAVIS, furnish to the consumer, EGGS possessing more perfectly the properties of fresh-laid EGGS than those ordinarily supplied to any city.

The CONDENSED EGGS will best up into light froth as readily as EGGS taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pastry, Puddings, Egg-Nog, &c., &c.

ECONOMY.

For Hotels, and Restaurants, or for Families, or Vessels at sea, this Article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.

One Table-spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.

LAMBERT, ATKINSON & Co.,

Agents for Hongkong.

MUSTARD & Co.,

General Agents at Shanghai.

NOTICE.

THE OFFICES of Messrs. ADAMSON, BELL & Co., are this Day REMOVED to the First Floor of the Premises in QUEEN'S ROAD, lately occupied by the COMPTON D'ESCOMPTES DE PARIS.

Offices to be Let on the Ground Floor.

Hongkong, September 24, 1877.

DENTAL NOTICE.

D. B. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERS.

Office hours, 8 to 12 Noon and 2 to 4 p.m.

Hongkong, September 22, 1877.

DENTAL NOTICE.

D. R. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHEW in September and October, leaving HONGKONG about the 15th of September.

Hongkong, August 6, 1877.

Notices of Firms.

NOTICE.

M. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.

Hongkong, September 22, 1877.

NOTICE.

WE have been appointed AGENTS for the GERMAN LLOYD, GERMAN AND INTERNATIONAL SOCIETY for the CLASIFICATION OF SHIPS.

MELCHERS & Co.

Hongkong, September 11, 1877.

NOTICE.

M. R. F. W. HAGEDORN has CEASED to be a Partner in our Firm here and in China.

VOGEL, HAGEDORN & Co.

Hongkong, September 1, 1877.

NOTICE.

FROM This Date Mr. EDWARD SHEPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Proclamation at Foochow, and Mr. F. F. ELWELL at Amoy.

RUSSELL & Co.

China, June 1, 1877.

NOTICE.

M. R. F. C. DITTMER is authorized to Sign our Firm per Proclamation.

SANDER & Co.

Hongkong, June 23, 1877.

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.

Hongkong, June 22, 1876.

FOR SALE.

BERLIN TIVOLI BEER, in Cases of 4 Doz. Quarts.

WIELE & Co.

Hongkong, August 30, 1877.

For Sale.

LAMBERT, ATKINSON & Co.

HAVE FOR SALE, EX STEAMSHIPS "YORKSHIRE," "MADAGASCAR," "CITY OF TOKIO," &c., &c.

1877.

NEW SEASON'S (MAY) BUTTER. The First Shipment of Busch & Co.'s Celebrated Cowbrand DANISH BUTTER.

In Tins of 1 lb. each, 60 Cents per lb.

In Tins of 2 lb. each, 65 Cents per lb.

In Tins of 4 lb. each, 60 Cents per lb.

Fresh supplies of Cheese & BLACKWELL'S OILMAN'S STORES, and American Family MESS STORES.—As per their JULY PRICE LIST.

(All Stores sold by L. A. & Co. are of the Very Best Quality.)

Chappell & Co.'s New and Popular MUSIC and SONGS.

Very Superior California BLANKETS, 12/4 and 13/4.

California KNEE BOOTS.

Dawson's Best London-made GENTLEMEN'S BOOTS.

HORSE BLANKETS.

Central and Fin-fire CARTRIDGE CASES.

Gun-Wads, PERCUSSION CAPS.

BILLIARD TABLE CLOTHS.

ROCKETS and BLUE-LIGHTS.

HOTH'S RUSSIAN ROPE and TARRIED LINES.

FISHING LINES and WHITE LINES, of all descriptions.

INDIA RUBBER SHEETS, and Insertion of all Sizes.

INDIA RUBBER and CANVAS DELIVERY and SUCTION HOSE.

Cabin Suspension LAMPS.

Cabin CANDLESTICKS.

FENDERS and FIRE IRONS.

Japanned TOILET SETS.

CARRIAGE LAMPS and CARRIAGE CANDLESTICKS.

WATER FILTERS.

Gosnell's HAIR BRUSHES, TOOTH BRUSHES, and NAIL BRUSHES.

A Fine Assortment of DE LA RUE'S STATIONERY, BOOKS.

NOVELS, WORKS OF REFERENCE, SCHOOL BOOKS.

&c., &c., &c.

Hongkong, September 15, 1877.

NOW LANDED EX "GALIC."

A CHOICE Assortment of AMERICAN DELICACIES in Tins:—HONEY, CHEESE, HAM, BACON, MACKEREL, BEEF and BOK. &c.

TO SPORTSMEN. Some New and Excellent COMPRESSED MEATS, suitable for country trips.

CENTENNIAL HATS.

MACLEWEN, FRICKEL & Co.

Hongkong, September 26, 1877.

DE SOUZA & Co.'s

DATE BLOCK FOR 1878,

CONTAINING ENGLISH & CHINESE DATES, &c.

IS NOW READY.

Price, 70 Cents.

A liberal allowance will be made for 10 or more Copies.

Hongkong, September 17, 1877.

To Let.

TO LET.

NOS. 4, and 5, PEKING TERRACE, ELGIN STREET.

Apply to LANE, CRAWFORD & Co.

Hongkong, July 30, 1877.

AN OFFICE TO LET.

Apply to LANDSTEIN & Co.

Hongkong, September 13, 1877.

TO LET.

TOP FLOOR of the House now occupied by Mr. A. HAHN, at WANCHAI. Apply on the Premises.

Hongkong, September 11, 1877.

TO LET.

THE DWELLING HOUSE in CAIWEI Road, at present in the occupation of H. DU FOUR, Esq. Possession from 1st November next.

Apply to JOHN JACK, East Point.

Hongkong, September 7, 1877.

TO LET.

THE Dwelling House and Offices No. 1, PAQUILLER STREET, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.

The Dwelling House No. 10, Gough Street.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, July 3, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. B. H. KIPP.

"Blues Villa," Portocolom, furnished. House No. 5 and 6, Poldar's Hill.

DAVID SASSOON, SONS & Co.

Hongkong, July 21, 1877.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, at their Sale Room, Praya Central, on

FRIDAY,

the 28th September, 1877, at Noon,—An Invoice of MORTON'S OILMAN'S STORES, Pickles, Sauces, Salad Oil, Vinegar, Table Salt, Olives, Jams, Jellies, Raisins, Leaf Sugar, Hams, Cheese, &c., &c.

Silk Umbrellas, Tooth Brushes, Penknives, Padlocks, Dressing Combs, Table Knives, Lamps, Revolvers, Coloured Flannel.

20 cases Oregon Cider.

20 bags White Beans.

And, 40 boxes California Apples.

Also, 2 Sets of Table Crystal, comprising: Decanters, Port, Sherry, Claret, Champagne, and Liqueur Glasses, Finger Bowls, Tumblers, and Centre Pieces.

10 lbs. Cope's Smoking Mixture.

10 " Cope's Bristol Birdseye.

TERMS of SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, September 25, 1877.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell on

SATURDAY,

the 6th October, 1877, at 4 p.m., at the Spot,—

7 CHINESE HOUSES, Nos. 7 to 19, Situated at the Upper Station Street.

Ground Rent, \$14 per Annum.

For Particulars, apply to J. M. GUEDES, JR., Auctioneer.

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

Volume Sixth of the
"CHINA REVIEW."

No. 1.—Vol. VI.
—OF THE—

"CHINA REVIEW"
CONTAINS—

Chinese Studies and Official Interpretation
in the Colony of Hongkong.
Constitutional Law of the Chinese Empire.
The Tang Hou Chi, A Modern Chinese
Novel.
A Chinese Primer.
The Law of Inheritance.
Short Notices of New Books and Literary
Intelligence.
Notes and Queries—
Chinese Marriages.
Studies in Words.
The Educational Curriculum of the
Chinese.
Restoration of the Old Sounds of the
Chinese Language.
Notes on Chinese Grammar.
Russian Sinologists.
Assyria and China.
The Word "Swallow."
Corrigenda.—Chinese Studies and Official
Interpretation in the Colony of Hong-
kong.

China Mail Office,
Hongkong, September 1, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debts contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

NIMROD, British barque, Capt. Clark.
—Captain.
ABEELADY, British barque, Capt. Nicoll.
—Jardine, Matheson & Co.
VISCOUNT MACDONALD, British 8-m. schooner,
Capt. Wm. Wright.—Borneo Co., Limited.
CRESTED, American ship, Captain W.
Lull.—Stearns & Co.
WOODVILLE, British barque, Captain
Nelson.—Wm. Pustan & Co.
ALPHINGTON, British barque, Captain G.
Cunningham.—Widder & Co.
LOUISA, German 3-m. schooner, Captain
Schierloch.—Edward Schellhaus & Co.
CORINNE, British barque, Capt. Robert-
son.—Wieler & Co.
CHINAMAN, British barque, Capt. Mac-
Kenzie.—Chinese.
ANNIE S. HALL, American bark, Captain
C. H. Nelson.—Douglas Laprak & Co.
RAJANATHANURAH, British str., Captain
Hopkins.—Yuen Fat Hong.
OLIVER, British ship, Captain E.
Shrewsbury.—Wieler & Co.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Part I,
A to K, with Introduction. Royal 8vo.,
pp. 202.—By ERNEST JOHN EITEL, Ph.D.,
Tübingen.

Price: Two Dollars and a Half.
To be had from Messrs LANE, CRAWFORD
& CO., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship
"FIBRE,"
Comd. DEBIEUX, will be de-
spatched for YOKOHAMA
shortly after the arrival of the next French
Mail.

H. DU POUEY,
Agent.
Hongkong, September 27, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship
"A.V.A.,"
Comd. HERNANDEZ, will be
despatched for SHANGHAI
shortly after her arrival from Europe.

H. DU POUEY,
Agent.
Hongkong, September 27, 1877.

FOR LONDON.

The "A 1 100 years" splendid
British Clipper Ship
"STEDENHAM,"
A. MILLAR, Commander, will
have quick despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Agents.

Hongkong, September 27, 1877.

NOTICE.

THE DEPARTURE of the Company's
S. S. "GAELIC" is POSTPONED
until TUESDAY, 2nd October, at 8 P.M.
G. B. EMORY,
Agent.

Hongkong, September 27, 1877.

To-day's Advertisements.

NOTICE TO CONSIGNEES.

GERMAN BARQUE METEOR, FROM
HAMBURG.

CONSIGNEES of Cargo by the above-
named Vessel are hereby requested to
send in their Bills of Lading to the Under-
signed for countersignature, and to take
immediate delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

MELCHERS & Co.,
Agents.
Hongkong, September 27, 1877. s39

THE ROYAL BIJOU VARIETY

TROUPE.

WILL PERFORM AT THE
LUSITANO THEATRE.

ON MONDAY EVENING NEXT.

Full Particulars in future Advertisements.
H. WILSON, Manager.
Hongkong, September 27, 1877.

BANK HOLIDAY.

AS an Interval of TWELVE DAYS
will elapse before the Departure of
the next English Mail, the Undermentioned
BANKS will observe MONDAY, the 1st
Proximo, as a Holiday.

For the "Oriental Bank Corporation,"
C. MORLAND KERR, Manager.
For the "Chartered Mercantile Bank of
India, London and China,"
H. H. NELSON, Manager.

For the "Chartered Bank of India, Aus-
tralia and China,"
WILLIAM FORREST, Actg. Manager.

For the "Hongkong and Shanghai Bank-
ing Corporation,"
T. JACKSON, Chief Manager.

For the "National Bank of India, Ltd.,"
C. E. THOMSON, Actg. Manager.
Hongkong, September 27, 1877. ool

Charters Elected.

The following charters have been effected
during the last week:—

British bark Woodville, 714, hence to
London, private.
American ship Henry S. Sanford, 1155,
hence to New York, private.
German bark Bertha, 442, hence to
Hamburg, private.

British ship, Banian, 760, Amoy to New
York, private.

British bark Glamorganshire, 456, New-
chwang to Hongkong, 26 cents per picul, 25
lay days.

German bark Malvine, 499, Newchwang
to Hongkong, 27½ cents per picul, 25 lay
days.

British bark Georgina, 314, Newchwang
to Whampoa, 30 cents per picul, 23 lay days.
British bark Nimrod, 695, Newchwang
to Swatow, 24 cents per picul, 30 lay days.

American bark Quikstep, 826, New-
chwang to Swatow, 22 cents per picul.

British bark Merse, 629, Newchwang to
Swatow, 28½ cents per picul, 25 lay days.

British bark E. M. Young, 345, New-
chwang to Swatow, 28½ cents per picul, 24
lay days.

American schooner Annie S. Hall, 455,
Newchwang to Swatow, 28½ cents per picul,
25 lay days.

British steamer Pernambuco, 648, Hong-
kong to Saigon, \$1,200 in full.

British steamer Penado, 652, Saigon to
Manila, private.

German steamer Cassandra, 928, Swatow
to Singapore, \$5 per head, 10 lay days.

British schooner Viscount Macdonald, 289,
hence to Haiphong and back, \$1,900 in
full, 25 lay days.

British bark Anazi, 468, cleared for
Guam.

British ship Sydenham, 1063, has taken
the berth for London, rate nominally £2
per 50 feet.

British ship Northampton, 1131, has
taken the berth for Singapore, having been
ordered to that Port from home.

SHIPPING.

ARRIVALS.

Sept. 26, 630 p.m., Meteor, German
barque, 598, R. Dinkelberg, Hamburg May
20, General.—MELCHERS & Co.

Sept. 26, Spartan, British steamer, 987,
J. Cooper, Penang Sept. 16, and Singapore
20, General.—JARDINE, MATHESON & Co.

Sept. 26, Fuyew, Chinese steamer, 920,
A. Croad, Shanghai Sept. 23, General.—C.
M. S. N. Co.

Sept. 27, Ulysses, British steamer, 1560,
Guard, Liverpool July 27, Millford Haven
Aug. 6, via ports of call, and Singapore
Sept. 20, General.—BUTTERFIELD & SWIRE.

Sept. 27, Fitho, German barque, 250, C.
Christiansen, Newchwang Sept. 14, Beans.
—ANNHOOD, KARRER & Co.

DEPARTURES.

Sept. 27, Hai Chong Tching, for a cruise,
27, Mai Marian, for Nagasaki.

27, Rotterdam, for Cape St. James.

27, Antipodes, for Newchwang.

27, Nemoa, for Coast Ports.

27, Howang, for Shanghai.

27, Charlton, for Cocktown.

27, Flodden, for Whampoa.

CLEARED.

Charlotte Andrews, for Hoihow.

Jan Peter, for Monte Video.

Louisa, for Haiphong.

Zamboanga, for Singapore.

PASSENGERS.

ARRIVED.

Per Fuyew, from Shanghai, Mr. G.
Holmes, and 120 Chinese.

Per Ulysses, from Liverpool, &c., for
Hongkong, Mrs. Lilley and child, Mrs.
Walker and child, and Miss Rogers, and
864 Chinese; for Shanghai, Miss Eiden.

DEPARTED.

Per Nemoa, for Coast Ports, 8 Euro-
peans, and 150 Chinese.

Per Howang, for Shanghai, 68 Chinese.

Per Charlton, for Cocktown, 7 Euro-
peans, and 4 Chinese.

To DEPART.

Per Charlotte Andrews, for Hoihow, 2
Chinese.

Per Zamboanga, for Singapore, 871 Chi-
nese.

SHIPPING REPORTS.

The German barque Meteor reports:
From Stund Straits 29 days, having had
nothing but light airs and calms the whole
way.

The British steamer Fuyew reports:

First part of passage had calms and light
airs, on the 25th and 26th had strong N.E.
gales to arrival. On the 22nd and 23rd in
company with the O. S. S. Ulysses. On
the 21st, spoke the Etendard, from London
bound for Hongkong, all well, in lat. 4.9
Long. 103.49.

The Chinese steamer Fuyew reports:
Strong N.E. wind and high sea throughout.
The British steamer Ulysses reports:
From Singapore had light winds till the
25th, then strong N.E. winds to port.

Shipping Intelligence.

The following is corrected from the latest
London and Colonial Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.

Feb. 5, Carrizal, Cardiff (first Feb. 23)

Mar. 17, D. McR. Park, Sunderland v. S'pore

—Astrea, Cardiff for Canton

19, Cygnus, Cardiff

22, Billing, Cardiff

27, Fortuna, Antwerp

Apr. 8, Rola, Cardiff

13, Vega, Hamburg

May 3, Stighound, Liverpool

10, David, Antwerp

11, Neworth, Cardiff

12, Chondos, Cardiff

16, Alstra, Melbourne

15, Sophia, Liverpool

19, Melusine, Penarth

26, Martha Jackson, Penarth

26, Alexandra, Liverpool

27, Kate Carnie, London

30, C. R. Bishop, Falmouth

June 2, Marco Polo, Hamburg

4, Malbrek, London

4, Fagh-a-Ballagh, London

4, Rhuddlan Castle, Cuxhaven

7, Fildand Brum, Portsmouth

9, Elmstone, London

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Radnorshire, Glenfinlas.

Fleura Castle, Benary.

Gleneara, Parnce.

Zandibar.

Sailing Vessels.

Rudlandshire, Agnes Muir.

Felix Mendelssohn, Johann Smith.

Hackaway, Falcon.

At Liverpool.

Glaucus (s), Deucalion (s).

Charper.

CARGO.

Per S. S. Lombardy, sailed on the 22nd
September, 1877.—For London: from
Shanghai, 2,898 boxes, 3,130 half-chests,
220 chests, and 30 pkgs. Tea, 539 bales
Raw Silk, and 83 bales Waste Silk; from
Hankow, 175 half-chests Tea; from Kiu-
kiang, 374 boxes and 70 half-chests Tea;
from Amoy, 298 boxes and 301 half-chests,
containing 18,000 lbs. Oolong; from Macao,
1,463 boxes and 253 pkgs., containing 27,986
lbs. Congou, and 11,935 lbs. Sora; from
Canton, 15,276 boxes, containing 10,600
lbs. Oolong, 280,056 lbs. So. Capar, and
58,788 lbs. So. Pekoe, 438 bales Raw Silk,
and 28 cases Silk; from Japan, 158 bales
Raw Silk, 30 bales Waste Silk, and 30
bales Raw Silk; 23 bales Waste Silk,
80 bales Raw Silk, 23 bales Waste Silk,
and 1 bale Oocoon; from Japan, 326 bales
Raw Silk; from Canton, 217 bales Raw
Silk, and 124 bales Oocoon. For New
York: from Shanghai, 1,151 boxes, 153
half-chests, and 150 pkgs. Tea.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SAIGON.—

Per PERAMBUCO, at 0.30 p.m., on
Friday, the 28th inst.

For HOIHOW & HAIPHONG.—

Per YOTUNG, at 5 p.m. To-morrow,
the 28th inst.

Per ALBAY, at 3.30 p.m., on Saturday,
the 29th inst.

For QUINHOON.—

Per Brig EUDOXIE ADOLPHINE, at
5 p.m., on Saturday, the 29th inst.

For YOKOHAMA & SAN FRANCISCO.—

Per GABLIO, at 2.30 p.m., on Tuesday,
the 2nd October, instead of as pre-
viously notified.

For BANGKOK.—

Per RAJANATHANURAH, at 4.30
p.m., on Tuesday, the 2nd Oct.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet S. N. D. E.
will be despatched from Hongkong
on SATURDAY, the 29th instant,
with Mails to and through the
United Kingdom and Europe, via
Marseilles, to Saigon, Singapore,
Batavia, Galle, Australia, New Zea-
land, Tasmania, Fiji, Aden, Sey-
chelles, Réunion, Mauritius, Suez,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.

Letters may also be forwarded to India
by this Packet, but can be paid only
as far as Ceylon. The postage to
Ceylon must be prepaid. Such let-
ters should be marked Paid to Galle
only; they will go on from Galle as
unpaid.

Hongkong, September 21, 1877. s39

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet K. H. I. V. A.
will be despatched with the Mails for
Europe, &c., on THURSDAY, the
11th October.

The following will be the hours of closing
the Mails, &c.:—

Wednesday, the 10th October.—

6 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night
Box, which remains open all night.

Thursday, the 11th October.—

7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Post Office closes except for Late
Letters. Registry of Letters ceases.

Hongkong, September 24, 1877. ool1

MEMOS. FOR TOMORROW.

Notice.

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

Shipping.

Goods per Fuyew, &c., undelivered after
this date subject to report.

General Memoranda.

SATURDAY, September 29:—

Noon.—French Mail leaves for Ports of
Call and Europe.

4 p.m.—Albay leaves for Hoihow, &c.

SUNDAY, September 30:—

Application for Shares in the North China
Insurance Co. must be made on or
before this date.

MONDAY, October 1:—

Bank Holiday.

9 p.m.—Meeting of Zetland Lodge.
Performance at the Lusitano Theatre.

TUESDAY, October 2:—

8 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

FRIDAY, October 5:—

Brisbane leaves for Singapore, &c., on
or about this date.

SATURDAY, October 6:—

4 p.m.—Sale of Houses, at the Upper
Station Street.

THURSDAY, October 11:—

Noon.—English Mail leaves for Ports
of Call and Europe.

THE
HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUNDRIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water,
Gingerale, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

wharf, the gate was closed. Four Police boats were surrounding the water front of the steamer. I stationed myself at the main gang-way having with me my interpreter Loo Pang and two Chinese Constables. The four Police boats were manned by Chinese Constables and they cleared all other boats before the steamer arrived. With my interpreters I counted 1490 passengers coming from the main hatch. They were all Chinese except a few coloured men. After this I went into the lower deck with the Chinese Interpreter, and counted 81 passengers who were waiting to get coolies to carry away their luggage. The total number of passengers counted by myself were 1571. When I was counting the passengers Mr Da Costa, the Secretary, came to the gang-way and I stopped counting for a moment. He put up his hand at the gang-way and said to the passengers "Man, Man," meaning thereby that they should not come ashore while he would be speaking to me. He then asked me if I had a warrant and I told him I was on duty. I did not allow any one from the wharf to go on board, except one woman who had come ashore and then gone back to fetch her luggage. In counting the passengers, I did not count young children, i.e. children in arms and children up to 4 or 5 years of age. It took me nearly an hour to count this number of passengers.

By Mr Breton: The steamer is a long and large one. The after part of the vessel for about 60 or 80 feet is open and has railings and stanchions. I believe people can go in from that part to and from the wharf, or from boats, but they must climb up if coming in boats on the side. I did not go on board as she arrived at the wharf. The steamer came in very slowly and I saw a mile of the wharf, and those on board could probably see persons standing at the further end of the wharf. I was in uniform. If the Captain or any other officer had been looking from the steamer with a telescope, he might have seen me and the Police at the wharf. I have seen on one or two occasions I was at the wharf before, men rushing in to the wharf as the steamer came in. I did not go on board until after I had counted the 1490 passengers. I have been present at the wharf to see the steamer leave for Canton, but I have never seen the Company taking the precaution of issuing tickets to passengers going on board. I am not on regular duty at the wharf. I had counted about May last the passengers on board the *Kinshan* and the number was under her authority complement. The *Feast* ("moon cake festival") took place last week (on the 21st). I do not know as a fact that a great number of Chinese went up to Canton, but I have heard so. I do not know that the steamer came down last Monday (24th) were those who were returning from their journey. I wear that from the time I sighted the steamer until she came to the wharf that no one had got on board from the main gang-way where I was stationed. No one was allowed to remain on the wharf as the steamer was sighted, except the wharf-coolies with the Company's uniform hats on and two chair-coolies who were standing at the corner of the wharf waiting for their master. When Mr Da Costa came and spoke to me, the conversation did not interfere with my correct counting, though it interrupted me a little.

At this stage Mr Breton said that with the straightforward evidence of Inspector Grimes before the Court, he would not attempt to deny that the steamer did not on this occasion carry more passengers than she was entitled to do, but he would show that the Company was in no way at fault in connection with this matter, that it did not evade the law willfully, and that the greatest precaution had been taken to limit the number of passengers to within the authorized complement.

The Magistrate said that so far they had evidence only of the number of passengers going out at the gang-way he was in charge of Mr Grimes, but he should like to know the number that came out of the one in charge of the Sergeant.

Mr Breton said he had admitted on behalf of the Company that there was an excessive number carried.

The Magistrate said he must have evidence of the actual number. If Mr Breton would accept the evidence from Inspector Grimes that the number at the other gang-way had been reported to him at 154, that would be sufficient, but he did not think that a general admission would bind the Company as to the actual number stated to have been carried.

Sergeant Grant, No. 12, was then called. He said he was in charge of the after-gang-way leading from the wharf to the upper deck, and counted 154 passengers coming that way. No one went on board, until witness had finished counting. Witness finished counting sooner than Mr Grimes, and then about ten wharf-coolies who had the Company's uniform hats on were allowed on board to carry away the luggage of some European passengers. Witness did not count any children. He did not think any one could have gone on board by the railings. He had once observed the passengers coming from the *Kinshan* and the number he roughly counted to be under 900.

The certificate of measurement of the *Kinshan* was then put in. It showed that the steamer was authorized only to carry 921 passengers, at the rate of two passengers for every three tons.

an hour and a quarter before the steamer left. It was usually closed at 7.45 a.m. in order to prevent the Chinese from pressing on board. But they nevertheless got on board by climbing over the sides of the vessel from boats, as well as from the wharf and as the Chinese were adept in climbing, and as there was a large space at the aft part of the vessel by which they could climb over, many always got on board in this way. They did so on ordinary occasions, but on the occasion in question, it happened to be about a Chinese Festival time, the Feast of the Lanterns or Feast of the moon, a large number of Chinese went up to Canton to enjoy it. The 24th being the Monday after the festival (which occurred on the 21st) a great many coolies occurred on the 21st) a great many coolies who had spent probably all their money except perhaps 10 cents, crowded on board, and although the system of tallying was enforced, they still got on board. Thus this was an entirely exceptional time, and he would break the law nor that they did so for the sake of gain, for the fare was only 10 cents each. On the occasion of the Feast of the Lanterns, the pressure of passengers was so great that the Company had to put on an extra steamer, but it was not for the purpose of gain, as if there had been as much as 500 passengers at 10 cents, the gross amount would be only \$50, which would not pay for an extra steamer. He mentioned this only to show that the Company's object in the unintentional breach was not to gain. It was not likely that this respectable Company with its highly respectable board of Directors would evade the law willingly. The excess of passengers, he contended, was a thing over which the Company or its officers had no control. Moreover, the vessel was a very large one and could carry a much larger number of passengers without over-crowding. He dared say there were about 3,000 or 4,000 square yards of area in the vessel, and giving 2 yards to each passenger, he thought that would not be over-crowding. He submitted, finally, that this was an exceptional occasion arising solely from the festival, and as it would be the first conviction, he hoped his Worship would inflict a nominal fine, in addition to that he was bound to inflict other penalties. He thought the precautions taken ought to be effectual, and if they were unsuccessful, there should have been adopted, and where there was a will there was a way. If the precautions adopted were reported to the directors as being insufficient, he dared say they would have adopted others. He saw from the Ordinance, from the severity of its clauses, that it should be carried out in a marked way, and according to the Ordinance the utmost fine was \$200, and so much for every passenger carried in excess. He would now inflict the full penalty of \$200, and a penalty of \$1 for every passenger carried in excess, which, according to the evidence of the Police, would be \$54. Therefore the amount would be \$250, and \$754 for the excessive passengers.

Mr Breton urged that this was the first offence, and that surely his Worship would not inflict the maximum fine.

The Magistrate said he had taken Mr Breton's observations into consideration, that this was not a willful breach, that the Directors did not evade the law willingly, that every precaution had been taken, and that even with the excess, there was no over-crowding, and to these he agreed with him to some extent, but if there had been perseverance and determination the occurrence could have been avoided.

After a pause, the Magistrate said there had been a misunderstanding. The penalty of inflicting \$5 for every passenger carried was compulsory on him; there was no discretion. Mr Breton contended that the words "not exceeding" in the section applied to the fine as well as the penalty, because there was no comma in the sentence to separate the application. He thought that it would be absurd if a Magistrate had discretion in the infliction of a fine for a smaller sum, and had none in regard to a larger amount, as in this case where it would be over \$3,000, there being more than 700 passengers at \$5 each.

The Magistrate said that was his interpretation of the law, and if he had consulted his own discretion, he would have thought that the amount of penalty in his first named would be sufficient. But the defendant had his remedy; he could petition for a remission from other quarters. Mr Breton then said he hoped the Court would not put in force the sentence as once, as he would take steps at once to petition H. E. the Governor.

The Magistrate thought the fine should be first paid.

Mr Breton urged that the Company was solvent and there would be no difficulty about the amount, but he thought his Worship might put off enforcing the penalty for two or three days.

His Worship said the defendant might lodge a cheque with the Court.

By Capt. Creagh:—The Directors did not give any written orders about the number of passengers to be taken. Did not remember the date the verbal order was given. Since the 8th almost every day there was an excess of passengers carried: about 1,000 was the daily average.

Mr Breton again urged that there was no willful breach and that it was not for gain that the excessive passengers were carried. There was one very important point he should like his Worship to remember, and it was the ample accommodation which the vessel could afford. It had been proved that the vessel could carry 1,800 without over-crowding. He contended that the object of the Ordinance was to prevent over-crowding, so that although there was an unintentional breach, it was not a matter which should call for the full penalty of the law. He again commented on the fallaciousness of the mode of determining the passenger capacity of a vessel by her measured tonnage, and urged at conclusion that the Company was ignorant that an excess of passengers had been carried.

The Magistrate said he understood the argument of Mr Breton to be that although there was an excess, the violation was not intentional, nor that it was a habitual occurrence, and that every precaution had been taken. If a Magistrate saw in a case like this where the precaution taken was perverted in his might inflict a nominal fine, but in addition to that he was bound to inflict other penalties. He thought the precautions taken ought to be effectual, and if they were unsuccessful, there should have been adopted, and where there was a will there was a way. If the precautions adopted were reported to the directors as being insufficient, he dared say they would have adopted others. He saw from the Ordinance, from the severity of its clauses, that it should be carried out in a marked way, and according to the Ordinance the utmost fine was \$200, and so much for every passenger carried in excess. He would now inflict the full penalty of \$200, and a penalty of \$1 for every passenger carried in excess, which, according to the evidence of the Police, would be \$54. Therefore the amount would be \$250, and \$754 for the excessive passengers.

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were led into another apartment, where a young woman was lying covered with blood. The moment she saw us she became almost frantic, but on being addressed in her own tongue she became calmer and begged us to save her husband. We said we would do our best. "You are Buddha," she exclaimed. "We made her be quiet and we would care for her. After leading her husband into her presence she was persuaded to permit us to dress the wound, which though severe need not be fatal. She was decidedly better to-day. Her brother who is a Buddhist priest had been summoned when we first called, but we did not learn that he said any prayers for his half-distracted sister. He seemed more like an image than a conscious man, though he recovered from his fear enough to thank us with apparent sincerity when we were leaving.—*Shanghai Courier*.

TIENTSIN. 12th Sept. 1877.

The Asiatic cholera which has been making such ravages at Newchwang and other ports, has reached Tientsin. It is reported that within a few days, several hundred troops at Hsin-Ching between here and Taku, have died of this disease. Not to speak, however, of these remote events which cannot be verified, it is certain that a considerable number of people have been attacked within the past three days, and some have died. A very general alarm prevails, and charms of all sorts are posted over the door. Sundry prescriptions are pasted on the walls, and the variety of treatment recommended is very nearly as great as that which obtains in western medical practice, under the same circumstances. Acupuncture is recommended by some, but forbidden by others, and amid many wild theories, there appears to be a general agreement that camombers and water-drops in overdoses—say more than half a dozen in a day—are contra-indicated, as having a tendency to assist the cold principle already too much in the ascendant. The fifteenth of the ninth month (Oct. 21st), is regarded by some as the earliest date at which the disease is likely to be stayed. The latest time it was violently epidemic is said to have been about seven years ago, when its ravages were truly appalling. At that time the coffin shops could come nowhere near supplying the demand.—*Shanghai Courier*.

THE CELEBRATED PORTER CASE.

The following letter, from a well-informed correspondent, regarding the facts of the case against ex-Pilot Porter at Foochow, will be read with some degree of interest by those who hold that fair dealing is the best basis of all foreign intercourse with China:—

I notice in the *Foochow Herald* an article concerning the well-known Porter case which in my opinion must have come from the pen of a person evidently desirous of shielding the faults of the American Consul, and with a strong animosity against the Chinese officials. I shall therefore furnish you with some information with a view to your paper. The *Foochow Herald* begins by saying that "another investigation into the Porter case has been held before the Provincial Judge and Grain Tsoai, in the presence of the United States Secretary of Legation, and has resulted in a complete refutation of the charges against ex-Pilot Porter."

This is untrue. Though an investigation was held before the officials named, yet it was a private and not a judicial one. The object of the enquiry, as was declared by Mr Holcombe, was merely confined to an enquiry into the conduct of the American Consul and the Interpreter regarding the Porter affair, and the above-named officials could not try Porter. Of course during the course of the enquiry, Porter's name was necessarily mentioned, but he was not on his trial, and the evidence could not be taken against him. Still, from what came out at the investigation, so far from there being "a complete refutation," it appeared that had Porter been prosecuted before a competent and impartial tribunal, it is doubtful whether he would not have been convicted, at least of one offence, if not more.

The *Herald* continues:—"An examination of the Chinese prisoners (Porter's employees) conclusively showed that they had been brutally tortured; and while under torture, had given false evidence against Porter, the United States Consul and the Consul Interpreter. It was further elicited that this evidence was obtained through the instrumentality of Chen Taotai, whose personal relations with the American Consul have been of a notoriously unfriendly character for some time past." The Chinese prisoners were examined by the Prefect in his Yamen, and though I cannot say that no torture was ever used, I learn on the best authority that Chen Taotai had never tortured any of the prisoners. It may be true that Chen Taotai has not entertained a very hearty friendship for the American Consul, but let me in justice to Mr Chen return the question, Has not the American Consul's personal relations with Chen Taotai been of a notoriously unfriendly character? If so, who struck the first blow? Assuming the unfriendly feelings between the two officials to be true, is it probable that accusations against the American Consul would be brought forward from such sources? I do not know from what source your *Foochow Herald* derived the information that the Chinese prisoners were under torture, had given false evidence against Porter, the U. S. Consul, and the Consul Interpreter; but I am amazed that at the enquiry at which Mr Holcombe took a prominent part and at which torture could not have been used, the evidence given was substantially the same. Indeed so much did come out at the investigation, that before the termination of the enquiry, the Consul Interpreter, as to the American Consul, I understand that he still remains in office pending the report of Mr Holcombe to the American Minister.

The *Foochow Herald* adds—"the legal gentlemen retained by Chen Taotai will not be permitted to plead in the Chinese Court . . . and that the examination of Porter in the U. S. Consular Court was proposed by the Secretary of Legation, with a view to giving the amiable Taotai an opportunity of employing the legal talent at his disposal. As no action seems to have been taken in this direction, we may conclude that there are no tenable grounds for a rehearing." When the legal gentlemen arrived at Foochow, the enquiry had nearly terminated, but if the witness, the Chinese Consul, as the *Herald* designated him had been specially, their presence would

have been welcome. The American Secretary of Legation declared that he was merely holding a private enquiry and had no power to act judicially, hence it would have been useless for Counsel to appear. As to a re-examination of Porter, proposed by the Secretary, I understand that it was declined by the Authorities of Foochow on the sensible grounds that Mr Holcombe, though specially sent down by the American Minister, was not vested with judicial powers, and that the only officer who could legally try Porter would be Mr Consul De Lano, who was himself closely interested in the case.

Singapore.

(From an Occasional Correspondent.)

Sept. 14, 1877.

I have been highly amused of late at the attempts made to discover my identity. Several people persist in thinking that our new A. P. C., or duplicate Chinese wet-nurse, is the man, people forgetting that though he may know "an awful deal" he has not yet been long enough in Singapore to know much about local questions. Another party identify me with the sprightly and (say sarcastic) Nemo of our local blanket: while others again refer my personality to that of a well-known leading merchant whose interest in Chinese affairs almost equals his thorough acquaintance with Malay. Fourthly, a well-known lawyer or lawyer's deputy is supposed to enlighten Hongkong and amuse Singapore, while giving an occasional hint to your London "organ" (or bagpipes). How far each and all of these guesses are incorrect you are best qualified to judge. So now to my usual modicum of *Notes* (italics, please).

Let me see. Subject one: bribery and corruption. Yes it does exist here, but who are the guilty parties? It is an extraordinary fact but not less true that while everybody declares that bribes are habitually taken by people attached to the Police, Colonial Secretariat, Public Works department, Chinese Office, &c., &c., no one ventures to "mention names." Poisoning as it does the well of justice—extends to those high in the service—(it would in my case I know, if I had the happiness to be a Government ornament); while a more modest estimate places the upward limits of the evil at a lower level. In any case I can allege from personal knowledge that bribery is an every-day matter in Singapore from the lowest *mata-mata* to the highest—(better not say what, perhaps). I hear that the Government is going to take stringent measures to put a stop to this sort of thing, and that mines are being laid in all directions which some fine day will be blown up with alarming effect. Just fancy what the result will be! Of spending some 200 police, half-a-dozen Government clerks, no end of posts, &c., &c. No suspicion of what under the highest legal advice is being done has as yet been excited; but there will be "wigs on the green" when the explosion takes place.

We have nicknamed the prime mover in this conspiracy "the torpedo." A Chief Justice at least ought to be his reward, if all works well and the dynamite goes off at the right moment. Seriously, however, I understand that something grave in this direction is on the tapis, and that there will be "wailing in Bethlehem" before long. May I be there to see, when the crying begins.

And this reminds me that our Police force here is a disgrace to the Colony—physically, I mean—to say nothing of its being about one-half the necessary strength. The men are undersized and deficient in "go," while to police an area of 60 square miles (of which 6 are town) there are only some 400 men, all told. Naturally enough such a state of affairs provokes riots, especially on the part of your cheerful exportations from Hongkong, who appear to be the most truculent set of savages ever let loose on an unoffending community. How do you manage to keep them in order up your way?

Apropos of this do you find native interpreters trustworthy? My occupation leads me occasionally into contact with that class of gentry, and I must say that though I can't bowl them out I suspect a good deal. But what can you expect of a Government that is trying to govern an alien population (who don't speak our language, mind you) of some 100,000 and odd men without a single European official who can speak their language. I believe that the "Protectors" have something to do with the secret Societies, but what we want here are men on the bench, men in the Government offices and men in the police who can talk to a Chinaman in his native language. I hear queer stories of the racialities perpetrated on Chinese. Again, I ask, how do you manage up at Hongkong? Does the Chinese Consul interfere with or for his countrymen?

Well the mail is closing, so I must follow suit. In my next I'll let you into some secrets as to the way things are managed in the office department and the "wigs on the green." Meanwhile I hope this will reach you. In our admirably managed Post Office I always feel that it is odds to even whether a letter will be lost in transit or not.

The Straits.

(Straits Times.)

We regret to have to record a distressing accident which occurred last night in the Hamburg Hotel. It appears that about 11 o'clock, Mr Neumann, the proprietor, was startled by hearing screams from his niece's bedroom, and on going to her assistance, he found her dress was in flames, which, after some trouble, he succeeded in putting out. On examination, however, it was found that the lady, Miss Lutz, was very severely burnt, and Mr Neumann had her removed to the Seppoy Lines Hospital, where she died this morning at 8 o'clock. It is not known precisely how the dress of the deceased took fire, but as there was a paraffin lamp alight in the room at the time, it is probable it first caught the sleeve, and Miss Lutz, in her fright, may have fanned the flames by rushing about.

The following intelligence is translated from the Java papers dated the 10th inst:— "Captain Robertson, of the British barque *Darmouth*, bound from Cardiff to Hongkong, which passed Amoy today, requests that it be reported to Lloyd's, that on the 28th August last, in 42° S. & 23° E. he spotted the British ship *Duchess* of Argyle, 1,800 tons burthen, from London to Melbourne, under shortened sail, and the rigging, tackle, &c., broken, and the hull damaged on the starboard side. She showed blue lights at daybreak, which were answered in like manner. The captain of

the *Duchess* rejected every offer of assistance and requested it to be reported that "everything was in order."—*Java Bode*, 6th Sept.

"From Padang we have thankfully received the following letter. I hasten to furnish you with news from Samalangan which is perhaps not known to you, and has reached me by letters. People there have been terribly on the stretch. Several chief officers have been wounded. Our troops had a strong fort before them, and just when this was found out, the enemy attacked us vigorously in the rear. For a moment the troops wavered. Matters were in such a critical state that the coolies and convicts were armed with the muskets of the fallen and the sick; they bravely fought along with the troops. It is to be hoped that these men will obtain pardon. Colonel Van der Heijden ordered an assault, but the troops hesitated as to the advance. At that time the Colonel, when busy directing the artillery for which purpose he had dismounted from his horse, was struck by a fragment of metal in the left eye. His eye is gone. Notwithstanding this dreadful wound the brave man did not forget his duty for a moment. He cast one look at the hesitating troops, and severely wounded as he is, he mounts his horse again, has the assault made, and to set the example gallops himself towards the fort with his one eye. Dismaying hurrahs followed. The troops were inspired and the fort became ours, and in time too, for there was hot work in our rear; not till then did the active Colonel allow his wound to be looked to. As I have already stated he has lost one eye, but is out of danger of his life."—*Bat. Handelsblad*, 10th Sept.

Achen, Aug. 29.—At Samalangan there has been hard fighting of late. Two forts and two fortified houses were taken. Yesterday, our troops were before a main fort, and were heavily fired upon by the enemy. The Colonel was wounded, but remained with the column. All at once he ordered the assault to be sounded and, he himself riding in front, the troops stormed the fort as a man. A panic terror had laid hold of the enemy, and not one could save himself by flight, all of them being killed or made prisoners. The number of the enemy's dead and wounded is not stated, but it must have been considerable, if it be taken into account that we had 2 officers and 10 privates killed, while 5 officers and 60 privates were wounded. Amongst the wounded officers is Major Palmer of the British service. To-day the white flag is flying everywhere in Samalangan, and the Samalangan will now be treated. We hope that Colonel Van der Heijden will lend no ears to it, but we have no fear of that. The present commanding officer, observing from a person who, telescope in hand, observed from shipboard the operations of our troops ashore; no, he is not afraid of the enemy's bullets. He goes in front of the troops and shows them the way. From Great Achen there is little or almost no news. Here and there a couple of marauders are noticed, and there it ends. The state of health is in general very good. At Chade and other outposts on the E line, there are complaints of malar fever. Everywhere fine wide roads have been made to connect the outposts with one another."—*Ibid*.

The papers further state that the fragment of metal which struck Colonel Van der Heijden, just previous to the storming of the forts at Samalangan, entered his left eye and passed downwards through the right side of his neck. He could not swallow for the first day, but was recovering by last accounts. They charge on his doing his duty most heroically, thus averting perhaps a reverse. Had he fallen or failed, of course the troops would have been discouraged. Immediately after being wounded he jumped on his horse and galloping forwards, he led the storming party, which then rushed into the chief fort, carrying all before them.

According to the *Batavia Dagblad* of the 5th Sept. Mr Miklucho Maklai, the Russian traveller, was by last advices on an inlet off the New Guinea coast beyond Dutch territory.

Quotations.

HONGKONG, September 27, 1877.

OPUM.—New Patna, cash, \$600 credit, " Old Patna, cash, 500 " New Benares, credit, 555 " Old Benares, cash, 555 " New Malwa, cash, 620 " Allowance Teals, 8 & 82 " Old Malwa, cash, 620 " Allowance Teals, 8 & 82.

QUICKSILVER, . . . 68

Exchange.

Bank, on demand, . . . 8/10 " 30 days' sight, . . . 8/10 " 6 months' sight, . . . 8/11 1/2 Credits, . . . 8/11 1/2 Documentary, Simons' sight, . . . 2/0 Bombay, demand Rupees, . . . 2/0 " do, . . . 2/0 Shanghai, demand, . . . 7/2 1/2 " 30 days, . . . 7/2 1/2 " 60 days, . . . 7/2 1/2 " 90 days, . . . 7/2 1/2 " 12 months, . . . 7/2 1/2 " 18 months, . . . 7/2 1/2 " 24 months, . . . 7/2 1/2 " 30 months, . . . 7/2 1/2 " 36 months, . . . 7/2 1/2 " 42 months, . . . 7/2 1/2 " 48 months, . . . 7/2 1/2 " 54 months, . . . 7/2 1/2 " 60 months, . . . 7/2 1/2 " 66 months, . . . 7/2 1/2 " 72 months, . . . 7/2 1/2 " 78 months, . . . 7/2 1/2 " 84 months, . . . 7/2 1/2 " 90 months, . . . 7/2 1/2 " 96 months, . . . 7/2 1/2 " 102 months, . . . 7/2 1/2 " 108 months, . . . 7/2 1/2 " 114 months, . . . 7/2 1/2 " 120 months, . . . 7/2 1/2 " 126 months, . . . 7/2 1/2 " 132 months, . . . 7/2 1/2 " 138 months, . . . 7/2 1/2 " 144 months, . . . 7/2 1/2 " 150 months, . . . 7/2 1/2 " 156 months, . . . 7/2 1/2 " 162 months, . . . 7/2 1/2 " 168 months, . . . 7/2 1/2 " 174 months, . . . 7/2 1/2 " 180 months, . . . 7/2 1/2 " 186 months, . . . 7/2 1/2 " 192 months, . . . 7/2 1/2 " 198 months, . . . 7/2 1/2 " 204 months, . . . 7/2 1/2 " 210 months, . . . 7/2 1/2 " 216 months, . . . 7/2 1/2 " 222 months, . . . 7/2 1/2 " 228 months, . . . 7/2 1/2 " 234 months, . . . 7/2 1/2 " 240 months, . . . 7/2 1/2 " 246 months, . . . 7/2 1/2 " 252 months, . . . 7/2 1/2 " 258 months, . . . 7/2 1/2 " 264 months, . . . 7/2 1/2 " 270 months, . . . 7/2 1/2 " 276 months, . . . 7/2 1/2 " 282 months, . . . 7/2 1/2 " 288 months, . . . 7/2 1/2 " 294 months, . . . 7/2 1/2 " 300 months, . . . 7/2 1/2 " 306 months, . . . 7/2 1/2 " 312 months, . . . 7/2 1/2 " 318 months, . . . 7/2 1/2 " 324 months, . . . 7/2 1/2 " 330 months, . . . 7/2 1/2 " 336 months, . . . 7/2 1/2 " 342 months, . . . 7/2 1/2 " 348 months, . . . 7/2 1/2 " 354 months, . . . 7/2 1/2 " 360 months, . . . 7/2 1/2 " 366 months, . . . 7/2 1/2 " 372 months, . . . 7/2 1/2 " 378 months, . . . 7/2 1/2 " 384 months, . . . 7/2 1/2 " 390 months, . . . 7/2 1/2 " 396 months, . . . 7/2 1/2 " 402 months, . . . 7/2 1/2 " 408 months, . . . 7/2 1/2 " 414 months, . . . 7/2 1/2 " 420 months, . . . 7/2 1/2 " 426 months, . . . 7/2 1/2 " 432 months, . . . 7/2 1/2 " 438 months, . . . 7/2 1/2 " 444 months, . . . 7/2 1/2 " 450 months, . . . 7/2 1/2 " 456 months, . . . 7/2 1/2 " 462 months, . . . 7/2 1/2 " 468 months, . . . 7/2 1/2 " 474 months, . . . 7/2 1/2 " 480 months, . . . 7/2 1/2 " 486 months, . . . 7/2 1/2 " 492 months, . . . 7/2 1/2 " 498 months, . . . 7/2 1/2 " 504 months, . . . 7/2 1/2 " 510 months, . . . 7/2 1/2 " 516 months, . . . 7/2 1/2 " 522 months, . . . 7/2 1/2 " 528 months, . . . 7/2 1/2 " 534 months, . . . 7/2 1/2 " 540 months, . . . 7/2 1/2 " 546 months, . . . 7/2 1/2 " 552 months, . . . 7/2 1/2 " 558 months, . . . 7/2 1/2 " 564 months, . . . 7/2 1/2 " 570 months, . . . 7/2 1/2 " 576 months, . . . 7/2 1/2 " 582 months, . . . 7/2 1/2 " 588 months, . . . 7/2 1/2 " 594 months, . . . 7/2 1/2 " 600 months, . . . 7/2 1/2 " 606 months, . . . 7/2 1/2 " 612 months, . . . 7/2 1/2 " 618 months, . . . 7/2 1/2 " 624 months, . . . 7/2 1/2 " 630 months, . . . 7/2 1/2 " 636 months, . . . 7/2 1/2 " 642 months, . . . 7/2 1/2 " 648 months, . . . 7/2 1/2 " 654 months, . . . 7/2 1/2 " 660 months, . . . 7/2 1/2 " 666 months, . . . 7/2 1/2 " 672 months, . . . 7/2 1/2 " 678 months, . . . 7/2 1/2 " 684 months, . . . 7/2 1/2 " 690 months, . . . 7/2 1/2 " 696 months, . . . 7/2 1/2 " 702 months, . . . 7/2 1/2 " 708 months, . . . 7/2 1/2 " 714 months, . . . 7/2 1/2 " 720 months, . . . 7/2 1/2 " 726 months, . . . 7/2 1/2 " 732 months, . . . 7/2 1/2 " 738 months, . . . 7/2 1/2 " 744 months, . . . 7/2 1/2 " 750 months, . . . 7/2 1/2 " 756 months, . . . 7/2 1/2 " 762 months, . . . 7/2 1/2 " 768 months, . . . 7/2 1/2 " 774 months, . . . 7/2 1/2 " 780 months, . . . 7/2 1/2 " 786 months, . . . 7/2 1/2 " 792 months, . . . 7/2 1/2 " 798 months, . . . 7/2 1/2 " 804 months, . . . 7/2 1/2 " 810 months, . . . 7/2 1/2 " 816 months, . . . 7/2 1/2 " 822 months, . . . 7/2 1/2 " 828 months, . . . 7/2 1/2 " 834 months, . . . 7/2 1/2 " 840 months, . . . 7/2 1/2 " 846 months, . . . 7/2 1/2 " 852 months, . . . 7/2 1/2 " 858 months, . . . 7/2 1/2 " 864 months, . . . 7/2 1/2 " 870 months, . . . 7/2 1/2 " 876 months, . . . 7/2 1/2 " 882 months, . . . 7/2 1/2 " 888 months, . . . 7/2 1/2 " 894 months, . . . 7/2 1/2 " 900 months, . . . 7/2 1/2 " 906 months, . . . 7/2 1/2 " 912 months, . . . 7/2 1/2 " 918 months, . . . 7/2 1/2 " 924 months, . . . 7/2 1/2 " 930 months, . . . 7/2 1/2 " 936 months, . . . 7/2 1/2 " 942 months, . . . 7/2 1/2 " 948 months, . . . 7/2 1/2 " 954 months, . . . 7/2 1/2 " 960 months, . . . 7/2 1/2 " 966 months, . . . 7/2 1/2 " 972 months, . . . 7/2 1/2 " 978 months, . . . 7/2 1/2 " 984 months, . . . 7/2 1/2 " 990 months, .

